

DRAFT

Goods Movement Action Plan Potential Actions List Homeland Security and Public Safety (HSPS)

A. Homeland Security

- Evaluate cross-sectoral vulnerability of ports (power, water, etc)
- Evaluate all truck and rail routes out of port districts and air basins to determine long term velocity, security and environmental opportunities
- Develop a Federal, State, Local funding strategy
- Develop a private sector funding strategy that considers raising sales taxes on big box retail, redirects funds from PierPASS, tolls or gate fees off port, or creating market and mode neutral container fees – many of which would be imposed by the State
- Develop a *Green Freight Corridor* (similar to Customs Green Lane) program and system:
 - Establish a pilot test program using hazardous materials movement of containers and a short haul rail system that “flushes out” the containers in the ports and rail yards
 - Install sensors and environmental monitoring equipment along corridor to communicate between operators, vehicles, containers and the command center
 - Establish three integrating centers for all data and system managements at the ports, Mexican border and the Inland Empire using the Metrolink model
 - Develop a pilot project for creating a physical communication grid in the corridor
 - Retrofit freight vehicles with probes and smart sensors to measure speed, weather, pollution, lane departure, cargo location, customs data, container RFID information, and vehicle/A-frame condition inspection dates

DRAFT

- Provide data feeds from corridor system to County Emergency Center, the Command and Control Center at Camp Pendleton, and the CHP Command Centers, and NORTHCOM
- Develop a program that helps local California business (manufacturers, retailers, and wholesalers) capture velocity, congestion, and pollution for their imports and exports
- Develop a container loading and unloading program (similar to CTPAT) that addresses homeland security issues like peaking for local California businesses.
 - Synchronize the pick-up/delivery of local California imports and exports on large (10,000 TEU+) capacity ships first and then on smaller ships
 - Register local businesses with CHP and receive preferential treatment for clean and fast moves
 - Use the Customs and PierPASS info to contact and reward better local behavior by business to speed the movement of their cargo first

B. Public Safety

- Evaluate the “Agile Port” concept as model to shift port activities to areas eastward of major bottlenecks, maximize use of Alameda Corridor, and divert through container traffic destined for points outside region from local truck dray to on dock rail and increase regional throughput capacity utilization to meet future demand
- Develop joint inspection stations in the port districts and at the border
- Use the NAFTA model to understand the public safety and security issues
- Evaluate lane departure technology to identify driver fatigue and safety scoring of operators

DRAFT

- Develop community web portal to provide real or near real time information on goods movement and freight mobility conditions across road and rail network within the region
-